

Kelkari

Phase 2 and Phase 3

Master Site Plan (MSP) and Site Development Permit (SDP) - Minor Amendment Binding Site Plan (BSP) – Alteration Exception

NOTE TO READER: This document provides a description of the proposed development of the remainder of Kelkari (Phases 2 & 3) and includes references to related development plans and technical reports. Also included is a description of how the proposed modifications comply with the City code minor amendment criteria for the MSP and SDP, as well as a description of how the BSP alterations comply with the City code exception regulations.

BACKGROUND: Kelkari is a residential community located in the Sunrise neighborhood of south Issaquah. The Master Site Plan, Site Development Permit and Binding Site Plan for Kelkari were approved in 1998 (Resolution No. 98-15) with 189 dwelling units in 9 buildings, each with a maximum height of 50 feet. A detached clubhouse was also approved. Phase 1, with 63 dwelling units and the clubhouse, was completed in 1999. A portion of the development area for Phase 2 has been cleared and graded and site improvements have been constructed (i.e., main access road, stormwater management system/vault and utilities for Phases 1 & 2). The Phase 3 development area is undeveloped, beyond the existing access intersection. A Binding Site Plan, which includes all phases of the development lots and parcels containing critical areas, was recorded in 1999 (AFN 19990902000332). In late 1999, the on-site construction work was suspended due to market conditions.

PHASE 2 and PHASE 3 PROPOSAL: No change in use is proposed. The development will continue to be a multifamily residential development. The modified project will include a series of townhouse style buildings, with a maximum height not-to-exceed 45 feet. The change in building type responds to the changing residential market demand and provides for a more respectful transition to the adjacent lower density uses. The buildings, access, site amenities access and surface parking are generally located in the same areas previously depicted for development. A more detailed description of these and other project elements is provided below.

DESIGN CRITERIA CHECKLIST RESPONSE

Site Layout and Overall Design Concepts

The proposed building locations are consistent with those shown in the approved Master Site Plan, Site Development Permit and Binding Site Plan. The building orientations optimize the scenic views and capture winter sunlight, while healing into the topography, existing landscapes and open spaces.

Auto access is provided to each unit via a 20-foot asphalt paved drive.

Pedestrian connections are interlaced throughout the project providing easy access to all of the residents. Within the developed areas, 5 foot wide sidewalks are provided to each townhome entrance. The sidewalks are distinguished from the auto drives by a 6 inch high, red-striped curb at the unit entrances and each unit has a private raised stoop leading at the front door. Outside of the developed areas are gravel and bark paths extending through the forests, connecting Phases 2 and 3, and connecting to the Squak Mountain Access Trail.

All units will have two-car garages separated from the sidewalks by a minimum 6 foot concrete apron.

Site lighting will be similar to that used in the existing development and will provide resident security.

Landscape Design and Use of Plant Materials

The primary landscape feature of Kelkari will continue to be the preservation of existing forests, open spaces and critical areas. Proposed buildings and drives will be healed into the sloping topography with a mixture of native plantings that will, over time, blur the line between new and old. Trees will be used to soften building elevations and low plantings will knit them together. Where blank facades or retaining walls occur, larger screening shrubs and/or climbing plants are proposed. Reduced maintenance and water-use demands should result from the extensive native plant palette.

Residents will be connected to the natural areas and regional trails by a series of well-placed pathways. Stairs will connect the steeper elevations. Compacted crushed gravel is intended as the main walking surface. Along these pathways will be amenity spaces designed for both passive and active recreation opportunities. Near the developed Phase 1 portion of the project, a children's play area is envisioned using both modern and natural materials to create a unique and engaging space. The children's play area is located to take advantage of good supervision sight lines and easy access. On the uphill side of Sunrise Place SW a series of picnicking areas will flank a connecting pathway and will overlook the central wetland. Great territorial views and sun exposure are anticipated. The landmark existing Western Red Cedar Tree will form a backdrop and some privacy to this space. Further to the south, a more active area is envisioned, with special paving outlining classic games, such as four-square and hopscotch. Boulders to climb on and a small lawn to run around on will also be part of the fun. Adjoining the space will be a timber trellis with comfortable seating beneath providing both prospect and refuge for children and adults.

Paving materials will define and reinforce vehicular and pedestrian circulation. Colored unit pavers are envisioned within the amenity space between Buildings 14 and 15.

Architectural Design Harmony and Compatibility

Phases 2 and 3 are part of the existing Kelkari project and are proposed to have an exterior character inspired by the forms, materials, details and colors of the existing stacked-flat buildings. The forms and details are downscaled to compliment the smaller townhome buildings. Each new unit has a clearly defined, ground related, individual entry. Where the unit entry and the garage doors occur on the same frontage, the unit entry is prominent with the inclusion of strong, protruding roof forms over shadowing the garage doors.

The building walls are modulated horizontally and vertically to add visual interest and shadow lines, and are proposed to be finished with materials similar to Phase 1, including shingle, bevel, and board & batten sidings. The roofs include moderately pitched gable, hip, shed and dormer forms, finished with asphalt tab shingles, similar to the existing buildings. Heavy timber elements accent various areas, such as decks, patios, overhangs and unit entries.

Colors will be earth tones, similar to those used on Kelkari 1, plus brighter colors to accent the unit entries.

Non-motorized and Vehicular Areas

Primary vehicular access will conform to the locations shown on the Binding Site Plan and to the improvements completed as part of Phase 1. From these access points, private vehicular access will be extended into the final phases of the project.

Each townhome unit will have two auto parking stalls available within a private garage. Additionally, fourteen guest parking stalls are provided; seven in each of Phases 2 and 3. These guest stalls are conveniently distributed within each phase and will be marked for guest use. These stalls are in addition to the guest stalls that are already provided in Phase 1, especially in the areas around the existing clubhouse. All guest stalls will be shared by Phases 1, 2 and 3.

Additionally, each of the unit garages is sized to accommodate bicycle parking for the individual residents. Further, as a convenience for residence and guests and to visibly reinforce the life style anticipated by the residents, outside bicycling parking will be conveniently distributed in two places in each final phase, located adjacent to shared amenity spaces. These bicycle stalls are in addition to the guest stalls that are already provided in Phase 1.

Service and Storage Areas

Each townhome garage is sized to accommodate two parallel parking stalls, 3-streams of waste management, plus room for storage. Waste and recycling collection will be curb-side at each unit.

SUSTAINABILITY COMPONENTS: Sustainability is a key design parameter for Kelkari, starting with the preservation of wooded areas and extending to a reduction in long term energy usages.

Disturbance to the site is limited to approximately 40% of the overall site area, and nearly half of that area has already been cleared and graded. The woodland areas, including steep slopes, wetlands and water courses, are preserved by easement and are enhanced with connecting trails and interpretive displays that remind the neighborhood of the importance of this environment.

Site construction of the project will be conducted in strict accordance of the BMP's codified by City regulations, with special emphasis given to the protection of trees to remain and for control of water runoff and turbidity.

Building design emphasizes the use of locally available, manufactured and recyclable products, including concrete, S4S, LSL and Glu-Lam wood framing, cementitious sidings and gypsum wall finishes. Windows and insulation materials are used to assure high R-values and low infiltration levels. Interiors are finished using low VOC products, Energy Star appliances and low-water usage plumbing fixtures and fittings. Adoption of LEED, Built-Green and other standards are under consideration, although no determination has been made as yet.

MSP AND SDP MINOR AMENDMENT: The modified project includes the MSP and SDP minor amendments listed below and shown on the February 12, 2016 proposed Kelkari Townhomes plan sheets. The modified project remains substantially similar to the existing Phase 1 and approved overall Kelkari project, and meets the City code criteria for a minor amendment (*See Attachment A*).

- Decrease in number of dwelling units – A minor change in the units (i.e., density) is proposed. The approval allows a total of 126 dwelling units for the remaining phases. The total modified number is 75 dwelling units.
- Decrease in building height and size – While the number of buildings is increased with the change in building typology, the overall affect is a decrease in building massing. The building lengths are reduced from 190ft – 220ft to 48ft – 120ft and the building height is reduced from 50 feet (4 stories) to a maximum of 45 feet (majority are 3 stories, with some 4 stories).
- Building character maintained – The Phase 1 architectural character and design elements will be utilized, but scaled for the smaller buildings. The buildings will have an exterior character inspired by the forms, materials, details and colors of the existing multifamily buildings. The forms will be downscaled to complement the smaller proposed buildings and each new unit will have a clearly defined, ground related, individual entry. The building walls will be modulated horizontally and vertically to add visual interest and shadow lines, and will be finished with materials similar to the existing multifamily buildings, including shingle, bevel, and board & batten sidings. The roofs will include moderately pitched gable, hip and dormer forms with overhangs, finished with medium-butt shingles. Timber elements will be used to accent areas, such as decks and entries. Colors will be earth tones,

similar to those used in the existing multifamily buildings, plus brighter colors to accent the unit entries.

- Minor change in impervious surface – The areas proposed for impervious surfaces will be maintained with the primary variations being between driving, parking, and buildings surfaces to provide for a logical development plan. The change in the impervious surface from approximately 4.47 acres to approximately 4.55 acres of impervious space represents a minor reduction.
- Minor change in access design – Phases 2 and 3 will access to and from Sunrise Place SW in the same location as shown on the recorded BSP. The 24-foot wide private easement for Phase 2 will be maintained, and two new drive-aisle access designs will be provided for private access to the townhouses. The Phase 3 24-foot wide private easement will be relocated and widened to approximately 26 feet based on the modified access design and site layout.
- Minor change in wetland mitigation design – There will be no reduction in the critical areas buffers and setbacks previously established in the BSP. A mitigation plan was approved by the City and Corps of Engineers in 1998 and the Cabin Creek mitigation has been completed. No work was commenced on the wetland mitigation located in Phase 3. Due to the lapse in time, a new wetland delineation has been completed to confirm the location and size of the wetlands previously approved for fill. The change in the direct wetland fill and expanded wetland mitigation area in Phase 3 represents a minor change.

BSP ALTERATION EXCEPTION: The modified project also includes a BSP alteration exception application to allow the subsequent recording of a BSP alteration with the modifications listed below and shown on the February 12, 2016 annotated recorded BSP.

- Consolidate the development lots for Phases 2 and 3 (i.e., for Phase 2 merge Lots 1, 2 and 7 or alternatively merge just Lots 1 and 2; for Phase 3 merge Lots 8, 9 and 10).
- Alter the boundary of Lots 6 and 7 so that the existing clubhouse parking is included on Lot 6.
- Alter the boundary of Parcel B to include preserved wetland areas (i.e., Wetland 1 and portion of Wetland 4) within the parcel boundary, rather than on the development lot.
- Revise the location and width of the Phase 3 private ingress, egress and utility easement, based on the private access design and location proposed with the MSP and SDP minor amendment.
- Revise the location of the existing private access drive that crosses Parcel B.
- Revise the depiction of the development on Page 6 of 6 of the BSP to reflect the modified proposal.

The following language from the recorded BSP (see BSP Page 2 of 6) acknowledges that modifications and revisions to the BSP may be necessary and normal during the course of development.

“MODIFICATIONS/REVISIONS:

It is expected that modification and revisions to this Binding Site Plan and its approved design plans, conditions of approval, and documents may be necessary and normal during the course of it's development. The City of Issaquah Planning Department and the Public Works Department shall review and take such action as they shall reasonably determine is consistent with applicable city policies and ordinances with respect to any proposed modification or deviation from the approved Binding Site Plan and/or documents attached thereto. The burden of proof to demonstrate why a modification or deviation is needed shall be placed on the applicant. Modifications and revisions shall be done in accordance with City of Issaquah Binding Site Plan rules and regulations. There shall be no modification to the lot geometry to this Binding Site Plan except provided in this section.”

As required by IMC 18.13.480, proposals for alteration of BSPs shall be reviewed by the Planning Director using the criteria in IMC 18.13.160, Modification of an approved preliminary plat. As described in Attachment A and based on this provision of the City's BSP rules and regulations, a BSP exception is appropriate for alteration of the recorded BSP.

CONDITIONS OF APPROVAL: The City decision for the project includes 29 conditions (Resolution No. 98-15). Many of the conditions have already been completed, are understood to have been completed, are no longer applicable or will be completed with the modified proposal (*See Attachment B*). The modified proposal and all related permits will comply with all applicable conditions. A deviation is proposed for Condition 4b, for construction of modified private vehicular access (*See Onsite Road Section Deviation Request from CORE Design dated February 12, 2016*).

Attachment A

1. Master Site Plan (MSP) – Minor Amendment

The relevant code section is: **IMC 18.04.530 Amendments.**

Conclusion: *MINOR AMENDMENT*

The following amendments may be permitted for an approved Master Site Plan according to the following criteria:

- A. *Minor Amendment:* Minor amendments shall be reviewed through a Level 2 Review and shall constitute the following:

<i>City Criteria</i>	<i>Applicant Evaluation</i>
1. Technical: Technical amendments shall include:	--
a. Adding portions of adjacent parcels through lot line adjustments; or	<i>No adjacent parcels are added. The boundary of Parcel B is modified to include all of the retained wetland buffer areas and the wetland buffer for Wetland 1.</i>
b. An extension of time limit for three (3) years or fewer; or	<i>Not proposed with this application.</i>
c. Any amendment that remains substantially similar to the existing or proposed Plan or Agreement including, but not limited to:	<i>The modified proposal remains substantially similar to the original plan. The amendments are minor, some of which result in a decrease in impact (e.g. fewer units). See project narrative and site development information.</i>
(1) Minor changes to impervious surface; or	<i>There will be a minor change in the impervious surface. The change in the impervious surface from approximately 4.47 acres to approximately 4.55 acres of impervious space represents a minor increase.</i>
(2) Minor changes to the project uses, densities, buffers, or setbacks; or	<i>The use remains residential and the density will be less than the approved MSP (MSP unit count is 189 DU, and the proposed unit count is 138). Wetland buffers and setbacks are equal to and in some cases are more than those approved in the MSP. Steep slope grading has been reduced in some areas (west side of Phase 2) with minor changes in other areas (south end of Phase 3). See Site Disturbance Exhibit. Buffers and setbacks from regraded areas will be equal or greater. No adjustments to required building setbacks are proposed.</i>
(3) Minor changes to the height, size, or location of buildings or other improvements; or	<i>Building heights and lengths have been reduced. Heights in the MSP were approximately 50 feet. Heights proposed are approximately 35 feet, with a maximum of 45 feet. The size and location of other improvements is generally the same (e.g., similar access road, parking and site amenities), with some modifications based on the townhouse building type (e.g., under building parking is now proposed as in-building garage parking).</i>

<i>City Criteria</i>	<i>Applicant Evaluation</i>
(4) Similar minor changes as determined by the Planning Director/Manager.	<i>The MSP approved a direct wetland impact of 0.13 acres (5,837 sf) and a reduced buffer area (i.e., "paper fill") of approximately 1,300 sf for Wetland 1 (previously delineated now as Wetland 1). The proposed direct wetland impact of 4,283 sf is a minor reduction, with a minor increase in the paper fill to 5,657 sf. This increase in paper fill is due to the change in the shape and size of the Wetland 1 and avoidance of filling a portion of Wetland 2 and Wetland 4.</i>
2. Design: Amendments that specifically relate to the design elements as listed in the approval criteria, or the Design Criteria Checklist, provided the amendments are consistent with applicable design guidelines or subarea plans.	<i>The proposal is consistent with the Design Criteria Checklist. See above response regarding consistency with the checklist.</i>
The amendments shall not substantially impact parking, City services or infrastructure.	<i>The design of the proposal ensures that there will be not impact to parking, City services or infrastructure.</i>

- B. **Major Amendment:** Major amendments shall be reviewed through a Level 5 Review and may include, but are not limited to, the following:

<i>City Criteria</i>	<i>Applicant Evaluation</i>
1. Adding parcels; or	<i>Not applicable.-</i>
2. An extension of time limit for more than three (3) years; or	<i>Not proposed with this application.</i>
3. Substantially modifies parking areas, facades, or the site layout; or	<i>Surface parking areas are reduced and required parking is provided in garages. The site layout continues to be equal to or less than the original approved MSP. The building character is not substantially modified. They have an exterior character inspired by the forms, materials, details and colors of the existing multifamily buildings. The forms are downscaled to compliment the smaller proposed buildings, and each new unit has a clearly defined, ground related, individual entry. The building walls are modulated horizontally and vertically to add visual interest and shadow lines, and finishes are similar to the existing multifamily buildings, including shingle, bevel, and board & batten sidings. The roofs include moderately pitched gable, hip and dormer forms with overhangs, finished with medium-butt shingles. Timber elements are used to accent areas, such as decks and entries. Colors are earth tones, similar to those used in the existing multifamily buildings, plus brighter colors accent the unit entries. See attached elevations.</i>
4. Substantial changes to impervious surface; or	<i>No. The change in the impervious surface from approximately 4.47 acres to approximately 4.55 acres of impervious space represents a minor increase.</i>
5. Substantial changes to project uses, densities, buffers, or setbacks; or	<i>No. The use is the same, the number of units is reduced and the buffers and setbacks are unchanged or increased for the expanded wetland mitigation area.</i>

<i>City Criteria</i>	<i>Applicant Evaluation</i>
6. Substantial changes to the height, size, or location of buildings or other improvements; or	<i>No. The length and height of the buildings have been reduced, and the buildings are located within the area previously approved for development. Other site improvements (e.g., trails, site amenities) are substantially the same.</i>
7. Changes which are inconsistent with applicable design guidelines or subarea plans; or	<i>See above Design Criteria Checklist response regarding consistency.</i>
8. Any amendment which does not meet the criteria of a minor amendment in subsection A of this section.	<i>The amendments meet the criteria of a minor amendment.</i>

2. Site Development Permit (SDP) – Minor Amendment

The relevant code section is: **IMC 18.04.450.B Major Amendments to an Approved Site Development Permit.** IMC 18.04.320.C and IMC 18.04.360.D also outline criteria for Minor Amendments to Approved Site Development Permits. Generally these are duplicative of the criteria in 18.04.450.B, except the portions outlining changes to the buildings and architecture.

Conclusion: *MINOR*

- B. Major Amendments to an Approved Site Development Permit: Any amendment to the approved building or site that substantially changes the existing or proposed development including, but not limited to, substantial changes to impervious surfaces, uses, densities, buffers or setbacks, height, size or location of buildings, or other improvements to the property, and/or is inconsistent with applicable design guidelines or subarea plans, and/or will substantially impact parking, City services or infrastructure.

1. Major amendments and/or examples of major amendments shall include:

<i>City Criteria</i>	<i>Applicant Evaluation</i>
a. Substantially modifying parking areas;	<i>No. Surface parking areas are reduced, and required resident parking is provided in garages with guest parking located in various areas. The site layout continues to be equal to or have less impact than the original approved MSP.</i>
b. Substantially modifying facades;	<i>No. The building character is not substantially modified. The exterior character is inspired by the forms, materials, details and colors of the existing multifamily buildings. The forms are downscaled to complement the smaller proposed buildings and each new unit has a clearly defined, ground related, individual entry. The building walls are modulated horizontally and vertically to add visual interest and shadow lines, and finishes are similar to the existing multifamily buildings, including shingle, bevel, and board & batten sidings. The roofs include moderately pitched gable, hip and dormer forms with overhangs, finished with medium-butt shingles. Timber elements are used to accent areas, such as decks and entries. Colors are earth tones, similar to those used in the existing multifamily buildings, plus brighter colors to accent the unit entries. See attached elevations.</i>

<i>City Criteria</i>	<i>Applicant Evaluation</i>
c. Constructing a substantial building addition;	<i>The development area for buildings is generally the same and the building heights have been reduced. Heights in the MSP were approximately 50 feet. Heights proposed are approximately 35 feet, with a maximum of 45 feet.</i>
d. Substantially modifying the site layout;	<i>No. The development area and site layout are generally the same.</i>
e. Changes that are inconsistent with the approved development, applicable design guidelines or subarea plans.	<i>The proposal will be consistent with the Design Criteria Checklist. See above response regarding consistency with the checklist. There is no sub-area plan for this part of Issaquah.</i>

3. Binding Site Plan (BSP) Alteration

The relevant code sections are: **IMC 18.13.480 Alterations and vacations.** and **IMC 18.13.160 Modification of an approved preliminary plat.**

Conclusion: *EXCEPTION*

Alterations to the Binding Site Plan, per IMC 18.13.480, shall be reviewed using the criteria in 18.13.160. following the processes for modifying a preliminary plat:

Modifications of an approved preliminary plat shall be reviewed as a new application unless the modifications meet all of the criteria under either subsection A of this section, Exceptions, or subsection B of this section, Administrative Amendment:

A. Exceptions: The following modifications of preliminary plat approval may be reviewed through plat engineering:

<i>City Criteria</i>	<i>Applicant Evaluation</i>
1. Engineering detail, unless the proposed detail modifies or eliminates features specifically required as an element of the preliminary plat approval;	<i>In response to the proposed modified street section and location, the BSP recorded 24-foot wide egress easement for Phase 3 is proposed to be relocated and revised to 26 feet in width.</i>
2. Minor changes in lot line or dimensions;	<i>The development lots are proposed to be consolidated (see 3. below) and the lot line between Lots 6 and 7 has a minor change to include all of the clubhouse parking on the clubhouse lot. Parcel B boundary includes a minor change to include the retained wetland areas within the parcel instead of within the development lot.</i>
3. A decrease in the number of lots to be created.	<i>Based on the modified building type and site plan, the existing BSP lots are proposed to be merged (for Phase 2, merge Lot 1 and 2, with an alternative to also include Lot 7 in this merger; for Phase 3, merge Lot 8, 9 and 10).</i>

Attachment B

MSP/SDP/BSP Project Approval Conditions City of Issaquah Resolution No. 98-15

C-No.	Condition	Text Below From Preapp #1	Follow-up from Preapps #1 & #2– Requested City Confirmation During Application Review										
1	<p>Traffic mitigation (gross amount) estimated by Staff in the amount of \$308,213.64 for the 189 dwelling units shall be due at the time that the Master Site Plan is issued, unless the amount is revised by the City Council. The fee is based upon the Transportation Impact Fee Ordinance No. 2145 passed by the City Council on 2-18-97. The payment of the fee may be phased with the development as allowed under IMC 18.15.070.</p> <p>If the payment of the fee is phased with the development, the applicant will receive a credit against the phased fee amount due if the applicant has constructed/installed any of the street improvements listed below. The credit would be in the estimated amount noted below for the applicable street improvements, or such other amount as determined by the City based on actual costs. If a street improvement has not been constructed/installed at the time the phased fee amount is due, then no credit will be given.</p> <table><tr><td>+ Newport Striping</td><td>\$10,000.00</td></tr><tr><td>+ Widening Wildwood</td><td>\$75,000.00</td></tr><tr><td>+ Share of traffic signal</td><td>\$70,000.00</td></tr><tr><td>+ Clark Street Bridge</td><td>\$13,185.00</td></tr><tr><td colspan="2">TOTAL</td></tr></table>	+ Newport Striping	\$10,000.00	+ Widening Wildwood	\$75,000.00	+ Share of traffic signal	\$70,000.00	+ Clark Street Bridge	\$13,185.00	TOTAL		<p>Traffic mitigation for the first 63 units has been paid, and the below listed improvements have been paid and completed and no further road improvements or traffic mitigation is required for any further units on this development.</p> <p><u>Please confirm this is the City’s understanding.</u></p>	<p>City - Confirmed fees paid for 63 units (CW 10/2/15 em). Confirmed concurrence with December 16, 2015 Impact Feet table from Applicant for Preapp #2, except for Parks fees (CW 1/13/16 vm). Additional information requested to evaluate Parks fees.</p> <hr/> <p>Intracorp – Applicant submitted additional information for Parks fees on January 19, 2016. Request City confirm remaining fees. The December 16, 2015 and January 19, 2016 information is submitted with the application for the City’s final review.</p>
+ Newport Striping	\$10,000.00												
+ Widening Wildwood	\$75,000.00												
+ Share of traffic signal	\$70,000.00												
+ Clark Street Bridge	\$13,185.00												
TOTAL													

C-No.	Condition	Text Below From Preapp #1	Follow-up from Preapps #1 & #2- Requested City Confirmation During Application Review										
	CREDIT: \$168,185.00												
2	School Impact Fee will be required with the issuance of the building permits. The impact fee paid may be prorated with the phasing of the project. The fee due for the first phase totaling 63 dwelling units shall be \$38,367 based upon Ordinance No. 2163 (\$609.00 per multiple family residential unit). The amounts due for the future phases of Kelkari shall be calculated upon the school impact fee schedule in effect at that time.	Acknowledged – <u>We understand the current school impact fee is \$1,458/unit for Townhomes. Please confirm.</u>	City – Confirm fee and provide update on the potential for different fee in 2016.										
3	<p>The applicant shall mitigate impacts to public services by a voluntary contribution in the following amounts for the 189 dwelling units. The fees must be paid with the issuance of building permits (Chapter 10, Land Use Code). The fees paid may be prorated with the phasing of the project. The fees calculated by Staff for Kelkari are as follows:</p> <table><tr><td>Parks:</td><td>\$0</td></tr><tr><td>Fire:</td><td>\$63,575</td></tr><tr><td>General Government</td><td>\$0</td></tr><tr><td colspan="2"><hr/></td></tr><tr><td>TOTAL:</td><td>\$63,575</td></tr></table> <p>All SEPA mitigation costs are pro-ratable to each of the proposed nine residential buildings. All SEPA mitigation costs are to be paid at the time each of the building permits is issued.</p>	Parks:	\$0	Fire:	\$63,575	General Government	\$0	<hr/>		TOTAL:	\$63,575	<p>This fee assumes a total of 189 units or a fee of \$336/unit. Under the current proposal the total unit count will less. <u>We assume Fire fees will be \$336 x total units in this proposal. Please confirm</u></p>	<p>City –</p> <ul style="list-style-type: none">Confirmed paid \$21,191.67 for BLD98-00141 (CW 10/2/15 em).See Impact Fee table & confirm fire fees for future phases.Confirm Parks and General Government fee remains zero based on Impact Fee table & Parks fee information dated January 19, 2016.
Parks:	\$0												
Fire:	\$63,575												
General Government	\$0												
<hr/>													
TOTAL:	\$63,575												
4a	<p>Kelkari shall be responsible for the following for traffic mitigation as prorated with the Foothills project:</p> <p>a) Sunrise Place SW shall be improved to meet current street cross-sections or the equivalent, and shall have thirty-two (32) feet of paving and sidewalk on one side.</p>	Improvements have been completed	None necessary.										

C-No.	Condition	Text Below From Preapp #1	Follow-up from Preapps #1 & #2– Requested City Confirmation During Application Review
4b	b) Widen and rechannel the intersection of Newport Way and Wildwood Blvd. SW. The design tentatively includes separate left and right turn lanes from Wildwood Blvd. SW onto Newport Way and a single lane from Newport Way onto Wildwood Blvd. SW. A concomitant agreement is also required for full signalization of this intersection if warranted by future traffic (of which Kelkari-related traffic forms a substantial part) or accident conditions and if such signalization will cause a demonstrable improvement in traffic flow.	Improvements have been completed	None necessary.
4c	c) The right-of-way across the Kelkari site shall be a fifty (50) foot right-of-way and shall be improved with thirty-two feet of paving and five (5) foot sidewalks on both sides of the roadway.	Improvements have been completed	None necessary. Right-of-way was dedicated with BSP in 1999.
4d	d) The applicant shall sign a concomitant agreement for the cost of applicant's fair share of a pedestrian crossing on the Clark Street Bridge, as required under the mitigation section of the Foothills DEIS, p. 148 in the traffic study.	<p>The Clark Street bridge has been replaced by the City as part of its flood mitigation plan and this project's fair share of the mitigation has already been paid.</p> <p><u>Please confirm this is the City's understanding.</u></p>	City – Confirm condition has been satisfied.
4e	e) Construction of a school bus turn-out, if required by the school district, at the intersection of Wildwood and Sunrise Place.	<p>The School Bus turnout has not been required by the school district and has not been constructed.</p> <p><u>Please confirm this obligation has been satisfied after all this time has passed.</u></p>	City – Confirm not required.
4a	<p>Kelkari shall be fully responsible for the following required mitigation:</p> <p>a) Additional easement areas or dedications shall be made to the City as may be required during final design stage to ensure adequate line</p>	Acknowledged	Intracorp – This item has been evaluated by the Applicant. Sheet CP3 indicates an area in Phase 2 that may need an easement, although it appears from the proposed landscape design that the proposed landscaping will not interfere with the line of site as

C-No.	Condition	Text Below From Preapp #1	Follow-up from Preapps #1 & #2– Requested City Confirmation During Application Review
	of sight is provided at all intersections and junctions of the roadway system.		the landscaping is low growing and the trees will be limbed up for visibility.
4b	b) Rights-of-way for the cul-de-sac roads shall measure thirty-seven (37) feet in width. These rights-of-way shall become City streets and shall be improved with 24 feet of paving which accommodates a 5-foot sidewalk on one side of the road.	<p>Phase I was developed with a private access (see 24-foot wide egress and utility easement on recorded BSP). The easement is improved with 22-24 feet of paving with an adjacent 5 foot sidewalk.</p> <p>Phase II units would utilize this existing easement and additional access would be improved as depicted on the attached Site Vignettes. Phase III units would also be served by a private access easement and would be improved as depicted on the Site Vignettes. We would like to confirm that continuation of the use of private easements is acceptable (i.e., that this modification from public to private was previously approved with Phase I) and discuss the relocation of the easement for Phase III and the standards and widths for the private access construction depicted on the Site Vignettes.</p>	<p>City – The City has confirmed that the roads in this condition can be modified (see revised road section confirmed by City in City 11/20/15 Preapp #1 follow-up comments).</p> <p>Intracorp – A deviation request has been submitted with the MSP, SDP nd BSP applications to formally request confirmation of the modified street section. See road section cross-section details on Sheet CP3.</p>
4c	c) Provide the City with slope easements or construct retaining walls in the right-of-way at the direction of Public Works per Public Works requirements for the public roadways and show these easements on the final plat.	Acknowledged	City – Slope easements have been provided (AFN 19990617000615 and easements shown on BSP). Confirm no additional easements are necessary.
4d	d) Work with METRO to develop a Transportation Management Plan for that development which incorporates the following: Provide a free one-month bus pass to renters	This was a requirement when Kelkari was initially planned as apartments. With the construction of condos, there was no impact to the then park and ride lot. However, transit information	City – Confirm not applicable for Phases 2 & 3.

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	(peak hour, two zone); and distribute transit and ride-sharing information to renters of the apartments which includes a map of the routes to take to the nearest transit routes. Also discuss with METRO the impact of the development on the METRO Park and Ride Lot and bus use and any measures, if any, to mitigate impacts.	was included in the purchase packet for new condo owners and can be included if necessary to the new Townhome owners, though two car garages will be provided for each unit and we expect no impact to METRO.	
5	The applicant shall maintain a minimum 50-foot buffer from the Ordinary High Water Mark of Cabin Creek in addition to a minimum building setback of 15 feet to the stream buffer as required pursuant to ordinances adopted by the City at the time of permit vesting.	Acknowledged	City – Confirm no action necessary. Cabin Creek buffer and setback shown on BSP and will be maintained on alteration of BSP.
6	The applicant shall maintain a minimum buffer of 10 feet from the top/toe of all steep slopes plus maintain a minimum building setback of 15 feet from the slope buffers as required pursuant to ordinances adopted by the City at the time of permit vesting. Native Growth Protection Easement signs, which are for the identification of protection of steep sloped areas, shall be placed at steep sloped areas as required by the Public Works Department.	The approved steep slope grading has been reduced in some areas (west side of Phase II) with minor changes in other areas (south end of Phase III). See Site Disturbance Exhibit. Buffers and setbacks from regraded areas will maintain these minimums.	City – <ul style="list-style-type: none"> Man-made steep slopes were approved for alteration on the approved MSP/SDP site plan. See 12/29/15 & 2/11/16 Terra reports in support of alteration of steep slopes for the modified proposal. Also see Sheets CP 3 & CP4 and Site Disturbance Exhibit. All grading will be conducted under the direction of the Geotechnical Engineer. Confirm detail for NGPE signage is not required on Minor Amendment plans and may be provided with subsequent construction permits.
7	Prior to issuance of a Building Permit, the applicant shall establish a mechanism acceptable to the City which notifies future buyers of the apartment/condominium units or lots that the steep slope buffers were reduced and that development has occurred within 50 feet of a steep slope. The applicant shall execute an agreement that indemnifies and holds the City harmless for development within 50 feet of the	Acknowledged	Acknowledged.

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		steep slopes.		
8		A Building Permit and a Public Works construction permit shall first be issued prior to construction of the project.	Acknowledged	Acknowledged.
9		Prior to issuance of the Building Permit for Phase I, the applicant shall make connections between the service areas of the Wildwood and Mt. Hood water reservoirs per the approval of the Public Works Department to provide increased water storage for adequate fire flow. The applicant shall be responsible for the cost of the connections. Phase 2 and Phase 3 of Kelkari shall also not go forward until the City can assure adequate fire flow.	Complete: First phase of the project is complete and the Amendment No. 1 to the Agreement for Cost Sharing 480 Zone Reservoir signed by the City and Rowley Properties dated 11-8-2013 satisfies the requirements of Phase 2 and 3	City – Confirm adjacent note.
10		The applicant shall participate in the cost of the proposed 480 Zone water reservoir as resolved with the Public Works Department prior to issuance of construction permits.	The agreement was signed October 21, 2002 and titled “Agreement for Cost Sharing 480 Zone Reservoir”	City – Confirm adjacent note.
11		Prior to issuance of the Building Permit, the Public Works Department shall approve the final design of the storm water system.	Acknowledged	Acknowledged.
12		The Public Works Department shall have final approval of the textured concrete that is proposed to be used across SW Sunrise Place, linking the north and south sides of the project.	Acknowledged	Intracorp – SW Sunrise Place has been constructed without the textured concrete. This treatment is no longer proposed.
13		All compact and accessible parking stalls shall be appropriately labeled.	Acknowledged	Acknowledged.
14		The applicant shall enter discussion with the Issaquah School District concerning bus route access to the site.	Completed as part of Phase I.	City – Confirm no further action.
15		All significant trees within the vicinity of site construction that are proposed to be saved, shall be protected in accordance with Section	Acknowledged	City – The Landscape Plan identifies the trees to be saved. As discussed at Preapp Meeting #2, excavations adjacent to the Western Red Cedar

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	18.12.180D (Preservation of Trees) of the Land Use Code. Those measures may include but are not limited to fencing around trees.		between Buildings 12 and 13 shall be conducted with the observation of an arborist.
16	The area north of Building 3 between the trail and the slope of Cabin Creek and the area between Buildings 4 and 6 and portion of the periphery of Buildings 9 and 10 shall be landscaped more extensively. Additional riparian landscaping shall also be placed in the wetland buffers.	Landscaping Plans for Phase 2 will honor this requirement.	City – See submitted Landscape Plan and Wetland Mitigation Plan.
17	All landscaping shall be irrigated as required by Chapter 18.12.160(D) of the IMC.	Acknowledged	Acknowledged.
18	Any changes or substitutions to the landscaping shall be approved first by the Planning Department before being implemented.	Acknowledged	Acknowledged.
19	A cash deposit worth 50% of the value of the landscaped material shall be posted with the City prior to receipt of a temporary or final Certificate of Occupancy, as required by Chapter 18.12.050(A) of the IMC.	Acknowledged	Acknowledged.
20	A monitoring and maintenance plan for both the Cabin Creek stream restoration and wetland enhancement shall be provided.	Cabin Creek stream restoration and monitoring has been completed. A monitoring and maintenance plan will be developed for the wetland mitigation site as part of the updated mitigation plan. <u>Please confirm</u>	City – Cabin Creek restoration has been completed. See Watershed Critical Area Study which describes the existing condition of the restoration. See submitted Wetland Mitigation Plan for proposed wetland mitigation monitoring and maintenance.
21	A Sign Permit shall be required to be issued by the City prior to installation of the monument signs. The proposed monument signs shall also have a minimum 2-foot setback from the property line. Safe sight distance must also be met.	Acknowledged	City – The location of the sign for Phase 3 and relocation of the sign for Phase 2 are shown on the site plan (Sheet A02). The signs do not interfere with safe sight distance (Sheet CP3).
22	Parking for 32 bicycles shall be required based upon Chapter 18.09.030(1) of the Land Use	Acknowledged. <u>Will the referenced number of bicycle parking spaces be</u>	City – Confirm not required.

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	Code. Bicycle parking racks shall be placed on both the north and south parcels of the project site. The locations and design of the bike racks shall be provided with the building permits.	<u><i>eliminated since bicycle parking can be accommodated in garages or adjusted with the lower unit count as bicycle parking was provided in Phase I?</i></u>	Intracorp – Even though bicycle parking will be provided in garages, the current proposal does include bike racks in common areas around Phases 2 & 3.
23	Details of the lighting fixtures and standards shall be provided with the building permit.	Acknowledged	Acknowledged.
24	All common use facilities such as recreational facilities, garbage and recycling collection areas, mailbox locations, foyers and management office shall be accessible, as required by WAC 1103.1.8.1. In addition, advance warning demarcation is required at curb handicap ramps.	Acknowledged	Acknowledged.
25	The following conditions shall be implemented as required by the Police Department: + Building Security: Request commercial quality locking mechanisms and dead bolt locks and peepholes on exterior personnel doors. Consideration should be given to security of exterior windows and sliding glass doors to prevent unauthorized entry. Lighting should be provided for personnel entrance and exits.	Acknowledged	Acknowledged.
25	The following conditions shall be implemented as required by the Police Department: + The buildings and units should contain a highly visible and lighted address identifier for nighttime identification for emergency responders (6-inch minimum).	Acknowledged	Acknowledged.
25	The following conditions shall be implemented as required by the Police Department: + An agreement and posting of parking areas for unauthorized vehicle impounds.	Acknowledged	Acknowledged.

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26	The following conditions shall be implemented as required by the Fire Department as resolved with the Fire Marshall prior to the issuance of construction permits: + The buildings shall be fully sprinklered.	Acknowledged	All buildings will be fully sprinklered.
26	The following conditions shall be implemented as required by the Fire Department as resolved with the Fire Marshall prior to the issuance of construction permits: + Portable fire extinguishers will be required.	Acknowledged	Acknowledged, if required by code.
26	The following conditions shall be implemented as required by the Fire Department as resolved with the Fire Marshall prior to the issuance of construction permits: + Stortz fittings will be required on fire hydrants and before any combustible materials are placed on site.	Acknowledged	Acknowledged.
26	The following conditions shall be implemented as required by the Fire Department as resolved with the Fire Marshall prior to the issuance of construction permits: + Fire lanes are to be painted red with white letters stating "Fire Lane No Parking".	Acknowledged	Acknowledged.
26	The following conditions shall be implemented as required by the Fire Department as resolved with the Fire Marshall prior to the issuance of construction permits: • An approved monitoring fire alarm system shall be installed.	Not required for townhouse development.	City – Confirm not required since building type is modified.

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26	<p>The following conditions shall be implemented as required by the Fire Department as resolved with the Fire Marshall prior to the issuance of construction permits:</p> <ul style="list-style-type: none"> • A Knox-box shall be required. The location is to be determined by the Fire Department. 	Not required for townhouse development.	City – Confirm not required since building type is modified.
27	<p>Due to the size, scale and mass of Building B-2R, and its proximity to single-family homes, Building B-2R does not appear to meet the Design Standard requirement that it be "designed and oriented to be compatible with existing, permitted land uses adjacent to the site with the surroundings, both manmade and natural" (Design Harmony and Compatibility Standard #3).</p> <p>Thus, Building B-2R is hereby remanded to the Development Commission for further review of its size, scale and mass. The applicant must provide designs of Building B-2R which meet the requirements of Compatibility Standard #3. The Development Commission is directed to review these designs and determine if they meet said standard. If the designs do not meet Design Standard #3, the Development Commission shall recommend conditions to the Council that will ensure that the designs meet said standard.</p>	Completed	Not applicable. Building B-2R completed in Phase 1.
28	The Administrative Adjustment of Standards for Building Height shall not be applied to Building B-2R.	Acknowledged	Not applicable. Building B-2R completed in Phase 1.
29	The proposed trail to Squak Mountain State Park along the eastern side of the Kelkari site shall be placed in a permanent trail easement and recorded with King County. The easement shall read as follows: A trail easement is hereby	Completed	This condition is shown as Easement No. 2 on Sheet 2 of 6 of recorded BSP. Easement to be maintained with alteration of BSP.

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	<p>reserved to the benefit of the City of Issaquah for the purposes of pedestrian access along the regional trail along the eastern property and north along the utility corridor to the hatchery road. Easement restriction: Structures, fill, obstruction (including but not limited to decks, patios, outbuildings or overhangs) shall not be allowed within the trail easement. In addition, the construction of fencing shall not be allowed within the trail easement unless otherwise approved by the City of Issaquah. Seating, benches, outlook area may be allowed in the easement with the permission of the City of Issaquah.</p>		